

# **Speed-Related Crashes**

## **2003**



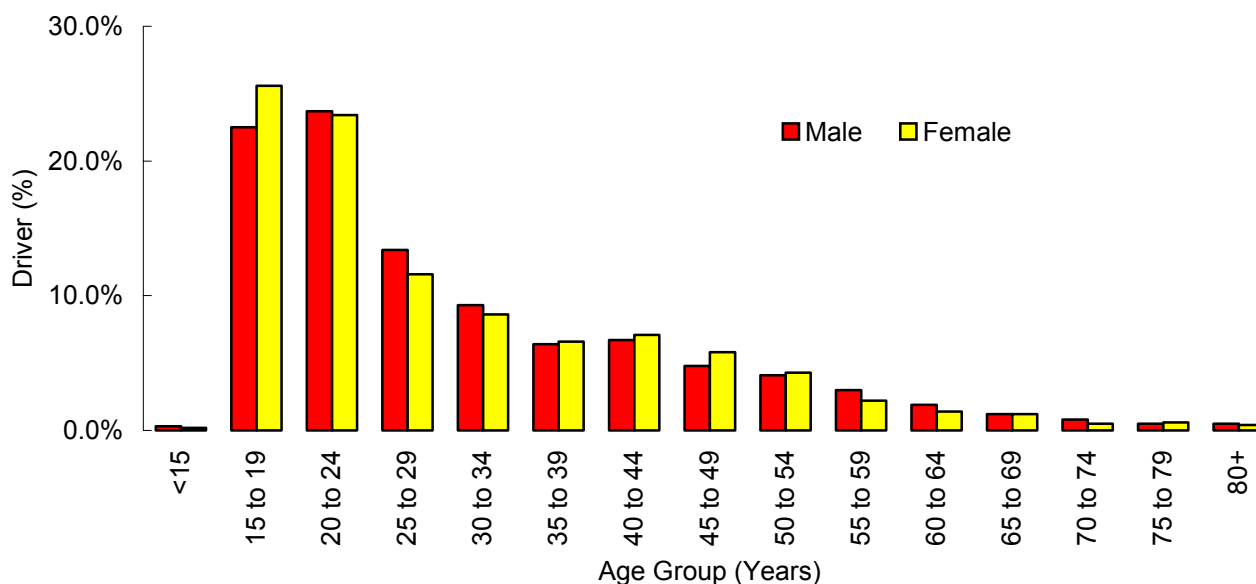
## SPEED



### Did you know that in 2003. . .

- 7,181 speed-related crashes occurred in Utah which resulted in 3,106 injuries and 80 fatalities.
- There were nearly twice as many speed-related crash fatalities (80) than alcohol and other drug-related crash fatalities (46).
- Speed-related crashes were 2.6 times more likely to be fatal than other motor vehicle crashes.
- A speed-related crash occurred in Utah every 60 minutes.

### Age and Gender of Drivers Involved in Speed-Related Crashes, Utah 2003



- While male drivers accounted for 56.4% of all drivers involved in a crash, they were involved in two-thirds (65.3%) of speed-related crashes.
- Teenage drivers between the ages of 15 to 19 years accounted for 17.7% of all drivers involved in a crash, yet they represented 23.6% of drivers involved in a speed-related crash.

### Counties with the Highest Rates of Speed-Related Crashes, Utah 2003

County	# of Speed-Related Crashes	Rate per 100 Million Vehicle Miles Traveled	County	# of Speed-Related Crashes	Rate per 100 Million Vehicle Miles Traveled
Morgan	65	57.3	Summit	254	39.0
Wasatch	147	57.2	Iron	220	35.4
Wayne	21	54.2	Salt Lake	2,747	34.4
Rich	22	50.5	Cache	273	32.9
Sevier	160	40.3	Statewide	7,181	30.0



## Section 5: Speed-Related Crashes

### Section 5: Speed-Related Crashes 2003

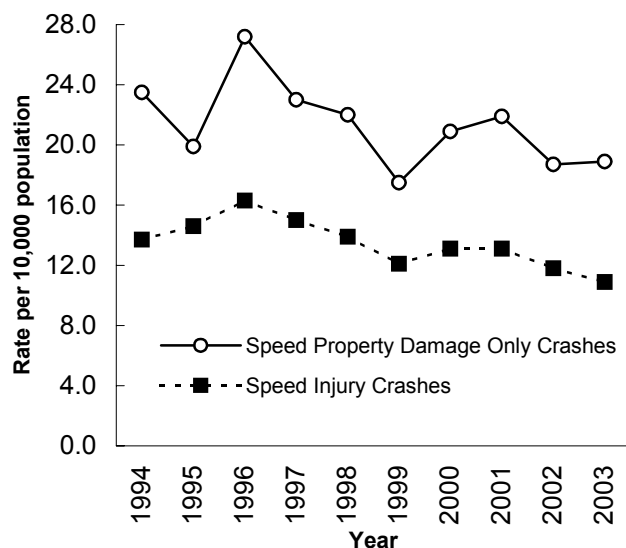
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## Trends

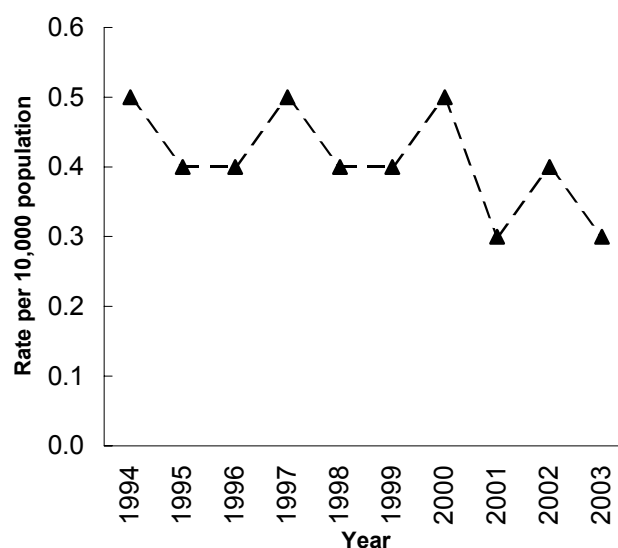
### Speed-Related Crashes 1994-2003

Speed-Related Crashes									
Year	Utah Population	Property Damage Only (PDO)		Injury		Fatal		Total	
		Speed PDO Crashes #	Rate per 10,000 Population	Speed Injury Crashes #	Rate per 10,000 Population	Speed Fatal Crashes #	Rate per 10,000 Population	All Speed Crashes #	Rate per 10,000 Population
1994	1,946,721	4,582	23.5	2,658	13.7	104	0.53	7,344	37.7
1995	1,995,228	3,980	19.9	2,912	14.6	80	0.40	6,972	34.9
1996	2,042,893	5,565	27.2	3,322	16.3	87	0.43	8,974	43.9
1997	2,099,409	4,823	23.0	3,151	15.0	105	0.50	8,079	38.5
1998	2,141,632	4,717	22.0	2,981	13.9	90	0.42	7,788	36.4
1999	2,193,014	3,836	17.5	2,652	12.1	92	0.42	6,580	30.0
2000	2,246,553	4,687	20.9	2,934	13.1	104	0.46	7,725	34.4
2001	2,295,971	5,037	21.9	3,003	13.1	80	0.35	8,120	35.4
2002	2,338,761	4,379	18.7	2,770	11.8	86	0.37	7,235	30.9
2003	2,385,358	4,498	18.9	2,604	10.9	79	0.33	7,181	30.1
Total	21,685,540	46,104	21.3	28,987	13.4	907	0.42	75,998	35.0

**Speed-Related Property Damage Only and Injury Crashes (Utah 1994-2003)**



**Speed-Related Fatal Crashes (Utah 1994-2003)**



- Speed-related crashes are a concern because of the potential for severe injury and death.
- For the past ten years, the speed-related injury crash rate per 10,000 population remained fairly constant, while trends for property damage only speed-related crashes and fatal speed-related crashes varied from year to year.
- While speed-related property damage only crash rates increased 1.1% in 2003, the total speed-related crash rate decreased 2.6% from 2002.
- Speed-related injury crash rates decreased 7.6% from 2002; and speed-related fatal crash rates decreased 10.8%.

## Counties

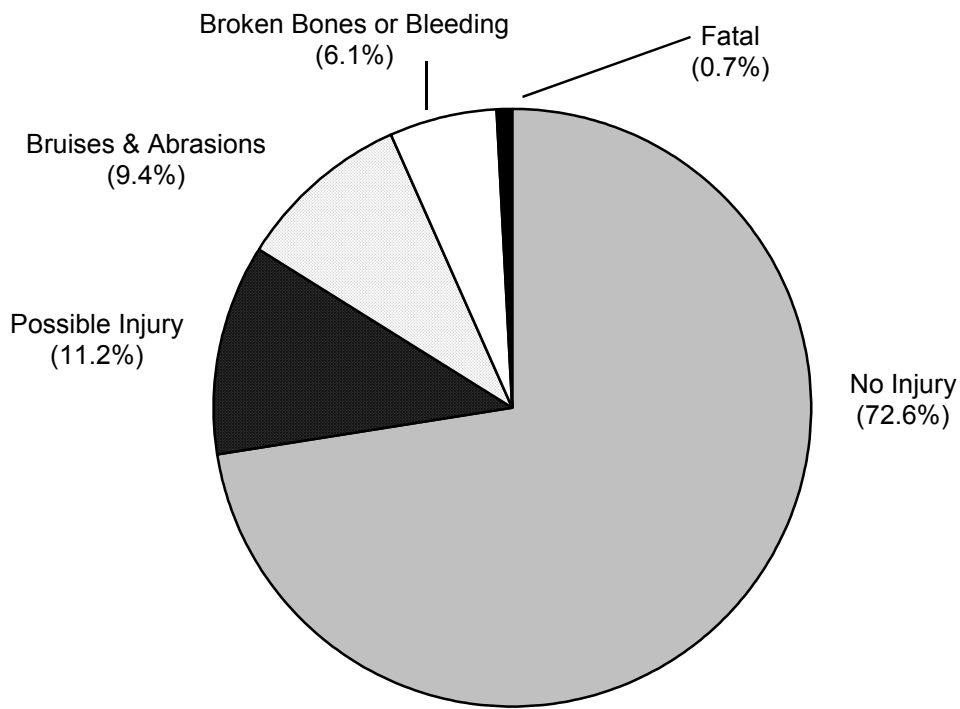
### Speed-Related Crashes by County (Utah 2003)

County	Speed-Related Crashes											
	Property Damage Only (PDO)			Injury			Fatal			Total		
	Speed PDO Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	Speed Injury Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	Speed Fatal Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population	All Speed Crashes #	Rate per 100 Million VMT	Rate per 10,000 Population
Beaver	42	17.7	66.8	31	13.1	49.3	1	0.4	1.6	74	31.2	117.7
Box Elder	128	14.6	29.1	102	11.6	23.2	3	0.3	0.7	233	26.6	52.9
Cache	182	21.9	18.5	89	10.7	9.1	2	0.2	0.2	273	32.9	27.8
Carbon	29	9.7	14.8	20	6.7	10.2	1	0.3	0.5	50	16.7	25.6
Daggett	1	3.7	10.9	4	14.7	43.4	0	0.0	0.0	5	18.4	54.3
Davis	325	14.5	12.7	143	6.4	5.6	3	0.1	0.1	471	21.0	18.4
Duchesne	23	11.8	15.6	35	18.0	23.8	3	1.5	2.0	61	31.3	41.5
Emery	41	11.9	39.1	34	9.8	32.5	2	0.6	1.9	77	22.3	73.5
Garfield	17	13.7	37.5	22	17.7	48.5	0	0.0	0.0	39	31.3	86.1
Grand	22	7.9	26.0	29	10.4	34.3	3	1.1	3.5	54	19.3	63.8
Iron	101	16.2	27.8	115	18.5	31.7	4	0.6	1.1	220	35.4	60.6
Juab	56	14.8	64.3	48	12.7	55.1	1	0.3	1.1	105	27.7	120.5
Kane	13	10.7	21.9	12	9.8	20.2	3	2.5	5.1	28	23.0	47.2
Millard	77	19.0	63.1	44	10.8	36.1	5	1.2	4.1	126	31.0	103.3
Morgan	51	45.0	67.7	13	11.5	17.3	1	0.9	1.3	65	57.3	86.3
Plute	2	6.6	14.7	0	0.0	0.0	0	0.0	0.0	2	6.6	14.7
Rich	9	20.6	43.3	13	29.8	62.5	0	0.0	0.0	22	50.5	105.8
Salt Lake	1,858	23.3	19.8	883	11.1	9.4	6	0.1	0.1	2,747	34.4	29.2
San Juan	20	7.1	14.0	21	7.5	14.7	0	0.0	0.0	41	14.6	28.8
Sanpete	28	12.3	12.0	22	9.6	9.4	3	1.3	1.3	53	23.2	22.7
Sevier	102	25.7	52.8	55	13.8	28.5	3	0.8	1.6	160	40.3	82.8
Summit	166	25.5	48.7	86	13.2	25.2	2	0.3	0.6	254	39.0	74.5
Tooele	68	8.6	14.2	51	6.4	10.7	7	0.9	1.5	126	15.9	26.3
Utah	49	17.2	18.8	39	13.7	15.0	2	0.7	0.8	90	31.6	34.6
Utah	604	17.9	14.7	387	11.5	9.4	13	0.4	0.3	1,004	29.8	24.4
Wasatch	92	35.8	53.0	50	19.4	28.8	5	1.9	2.9	147	57.2	84.6
Washington	85	8.4	8.0	98	9.7	9.3	3	0.3	0.3	186	18.5	17.6
Wayne	11	28.4	44.2	10	25.8	40.2	0	0.0	0.0	21	54.2	84.4
Weber	296	19.8	14.4	148	9.9	7.2	3	0.2	0.1	447	29.9	21.7
Statewide	4,498	18.8	18.9	2,604	10.9	10.9	79	0.3	0.3	7,181	30.0	30.1

- Two different rates are given in the above table; one based on vehicle miles traveled in the county, and another based on the population of the county.
- Rate per 100 million vehicle miles traveled:
  - Rich (29.8), Wayne (25.8) and Wasatch (19.4) had the highest rates of speed-related injury crashes per 100 million vehicle miles traveled.
  - Kane (2.5), Wasatch (1.9) and Duchesne (1.5) had the highest rates of fatal speed-related crashes per 100 million vehicle miles traveled.
- Rate per 10,000 population:
  - Rich (62.5), Juab (55.1) and Beaver (49.3) had the highest rates of speed-related injury crashes per 10,000 population.
  - Kane (5.1), Millard (4.1) and Grand (3.5) had the highest rates of speed-related crashes per 10,000 population.

## Occupant Characteristics (Including Driver)

### Injury Severity of Occupants Involved in Speed-Related Crashes (Utah 2003)



- In the above graph, there were a total of 11,639 persons involved in speed-related crashes.
- Over one-quarter (26.7%) of the occupants involved in speed-related crashes were injured. This compares to 21.3% of occupants who sustained an injury in all motor vehicle crashes.
- The fatality percentage of occupants involved in speed-related crashes (0.7%) was higher than the fatality percentage of occupants involved in all motor vehicle crashes (0.2%).



## Driver Characteristics

### Age and Gender of Drivers Involved in Speed-Related Crashes (Utah 2003)

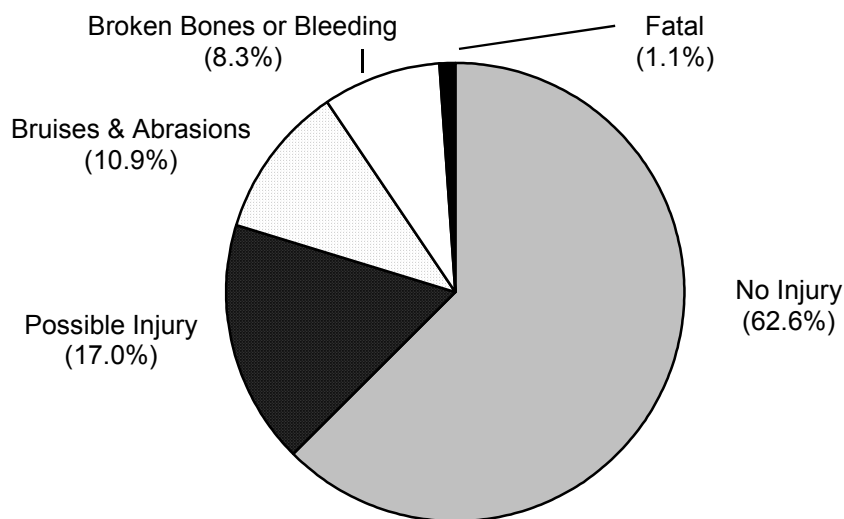
Drivers (Speed-Related)																
Age	Drivers Involved in Speed-Related Property Damage Only Crashes				Drivers Involved in Speed-Related Injury Crashes				Drivers Involved in Speed-Related Fatal Crashes				Total Drivers Involved in Speed-Related Crashes			
	Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers		Female Drivers		Male Drivers	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<15	3	0.2%	7	0.2%	3	0.3%	8	0.5%	0	0.0%	1	1.7%	6	0.2%	16	0.3%
15-19	388	24.7%	659	22.0%	266	27.6%	404	23.2%	1	4.5%	16	27.6%	655	25.6%	1,079	22.5%
20-24	379	24.1%	745	24.8%	213	22.1%	383	22.0%	7	31.8%	9	15.5%	599	23.4%	1,137	23.7%
25-29	190	12.1%	427	14.2%	103	10.7%	213	12.2%	4	18.2%	6	10.3%	297	11.6%	646	13.4%
30-34	139	8.9%	279	9.3%	80	8.3%	166	9.5%	2	9.1%	3	5.2%	221	8.6%	448	9.3%
35-39	104	6.6%	205	6.8%	63	6.5%	99	5.7%	2	9.1%	4	6.9%	169	6.6%	308	6.4%
40-44	117	7.5%	183	6.1%	65	6.7%	133	7.6%	0	0.0%	7	12.1%	182	7.1%	323	6.7%
45-49	96	6.1%	137	4.6%	50	5.2%	92	5.3%	2	9.1%	2	3.4%	148	5.8%	231	4.8%
50-54	66	4.2%	127	4.2%	43	4.5%	70	4.0%	1	4.5%	1	1.7%	110	4.3%	198	4.1%
55-59	34	2.2%	75	2.5%	21	2.2%	68	3.9%	0	0.0%	1	1.7%	55	2.2%	144	3.0%
60-64	19	1.2%	57	1.9%	17	1.8%	33	1.9%	0	0.0%	2	3.4%	36	1.4%	92	1.9%
65-69	12	0.8%	33	1.1%	17	1.8%	23	1.3%	2	9.1%	4	6.9%	31	1.2%	60	1.2%
70-74	4	0.3%	23	0.8%	8	0.8%	16	0.9%	0	0.0%	0	0.0%	12	0.5%	39	0.8%
75-79	8	0.5%	11	0.4%	7	0.7%	13	0.7%	0	0.0%	1	1.7%	15	0.6%	25	0.5%
80-84	3	0.2%	9	0.3%	2	0.2%	7	0.4%	0	0.0%	1	1.7%	5	0.2%	17	0.4%
85+	2	0.1%	4	0.1%	1	0.1%	3	0.2%	1	4.5%	0	0.0%	4	0.2%	7	0.1%
Unknown	6	0.4%	20	0.7%	6	0.6%	13	0.7%	0	0.0%	0	0.0%	12	0.5%	33	0.7%
Total	1,570	100.0%	3,001	100.0%	965	100.0%	1,744	100.0%	22	100.0%	58	100.0%	2,557	100.0%	4,803	100.0%

NOTE: Gender was not reported for 155 drivers involved in speed-related crashes.

- Overall, male drivers represented 65.3% of the drivers involved in speed-related crashes.
- For male drivers, those aged 20 to 24 years had the highest percentage of total speed-related crashes (23.7%), while those aged 15 to 19 years had the highest percentage of speed-related injury crashes (23.2%), and fatal crashes (27.6%).
- For female drivers, those aged 15 to 19 years had the highest percentage of total speed-related crashes (25.6%) as well as speed-related injury crashes (27.6%). Female drivers aged 20 to 24 years had the highest percentage of fatal speed-related crashes (31.8%).

## Crash Characteristics

### Speed-Related Crash Severity (Utah 2003)



- In the above graph, there were a total of 7,181 speed-related crashes.
- The percentage of speed-related crashes that resulted in an injury (36.2%) was similar to the percentage of all motor vehicle crashes that resulted in at least one injury (36.3%).
- In addition, a higher percentage of speed-related crashes were fatal (1.1%) compared to all fatal motor vehicle crashes (0.5%).
- In fact, speed-related crashes were 2.6 times more likely to be fatal than other motor vehicle crashes.

### Speed-Related Crashes by Month of Year (Utah 2003)

Speed-Related Crashes									
Month	Days in Month #	Property Damage Only (PDO)		Injury		Fatal		Total	
		Speed-Related PDO Crashes #	Rate per Day	Speed-Related Injury Crashes #	Rate per Day	Speed-Related Fatal Crashes #	Rate per Day	All Speed-Related Crashes #	Rate per Day
January	31	265	8.5	162	5.2	5	0.2	432	13.9
February	28	589	21.0	243	8.7	5	0.2	837	29.9
March	31	357	11.5	194	6.3	5	0.2	556	17.9
April	30	270	9.0	217	7.2	6	0.2	493	16.4
May	31	219	7.1	194	6.3	5	0.2	418	13.5
June	30	172	5.7	166	5.5	11	0.4	349	11.6
July	31	144	4.6	148	4.8	7	0.2	299	9.6
August	31	167	5.4	164	5.3	9	0.3	340	11.0
September	30	201	6.7	154	5.1	8	0.3	363	12.1
October	31	308	9.9	219	7.1	5	0.2	532	17.2
November	30	769	25.6	324	10.8	7	0.2	1,100	36.7
December	31	1,037	33.5	419	13.5	6	0.2	1,462	47.2
<b>Total</b>	<b>365</b>	<b>4,498</b>	<b>12.3</b>	<b>2,604</b>	<b>7.1</b>	<b>79</b>	<b>0.2</b>	<b>7,181</b>	<b>19.7</b>

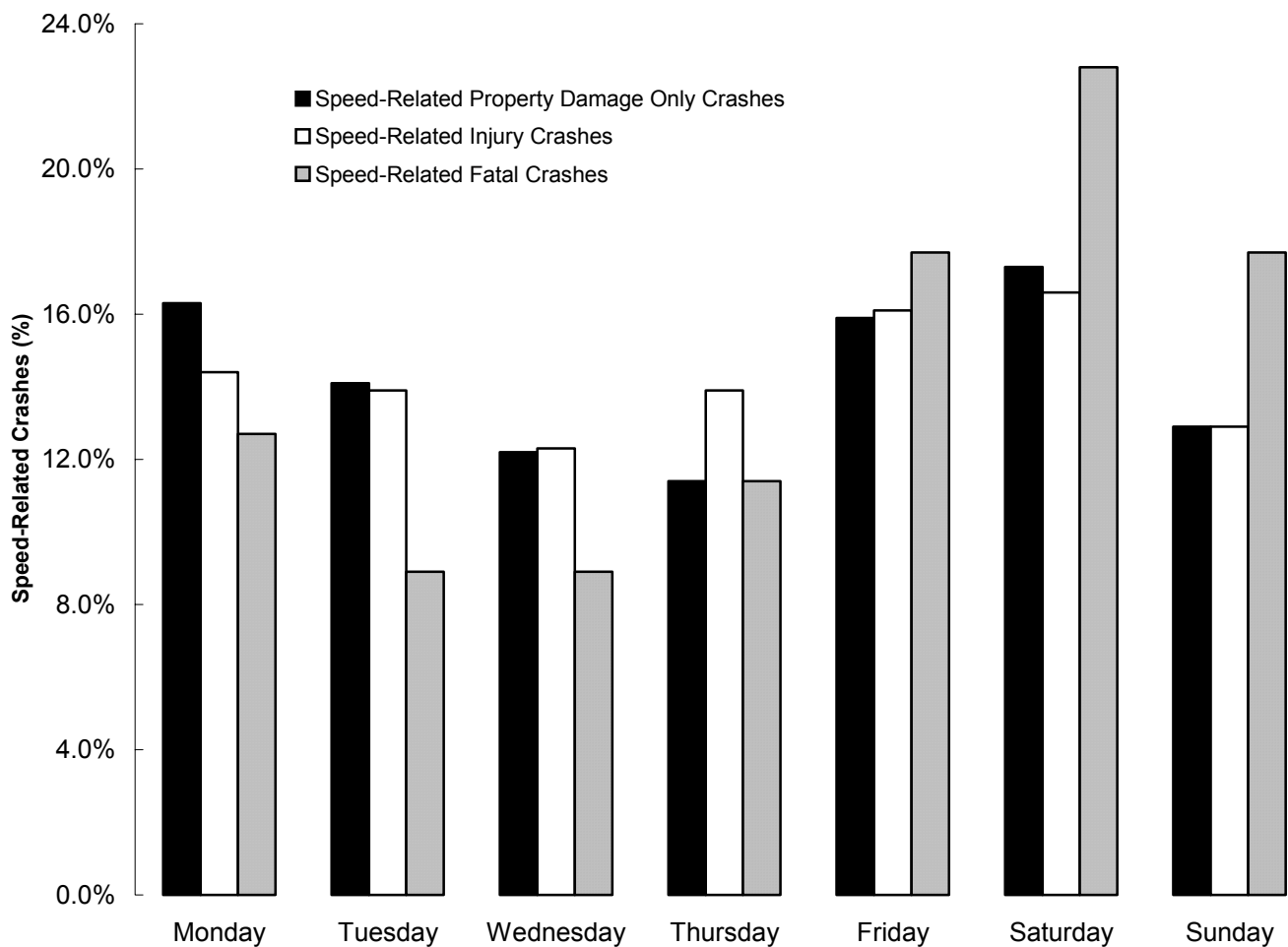
- The above table shows the number and rate per day of speed-related crashes for each month.
- Overall, December (47.2), November (36.7) and February (29.9) had the highest rates of speed-related crashes per day.
- June had the highest rate per day of fatal speed-related crashes (0.4).

## Crash Characteristics

### Speed-Related Crashes by Day of Week (Utah 2003)

Speed-Related Crashes								
Day of Week	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes	
	#	%	#	%	#	%	#	%
Monday	734	16.3%	374	14.4%	10	12.7%	1,118	15.6%
Tuesday	632	14.1%	361	13.9%	7	8.9%	1,000	13.9%
Wednesday	548	12.2%	321	12.3%	7	8.9%	876	12.2%
Thursday	514	11.4%	361	13.9%	9	11.4%	884	12.3%
Friday	716	15.9%	419	16.1%	14	17.7%	1,149	16.0%
Saturday	776	17.3%	432	16.6%	18	22.8%	1,226	17.1%
Sunday	578	12.9%	336	12.9%	14	17.7%	928	12.9%
Total	4,498	100.0%	2,604	100.0%	79	100.0%	7,181	100.0%

### Speed-Related Crashes by Day of Week (Utah 2003)



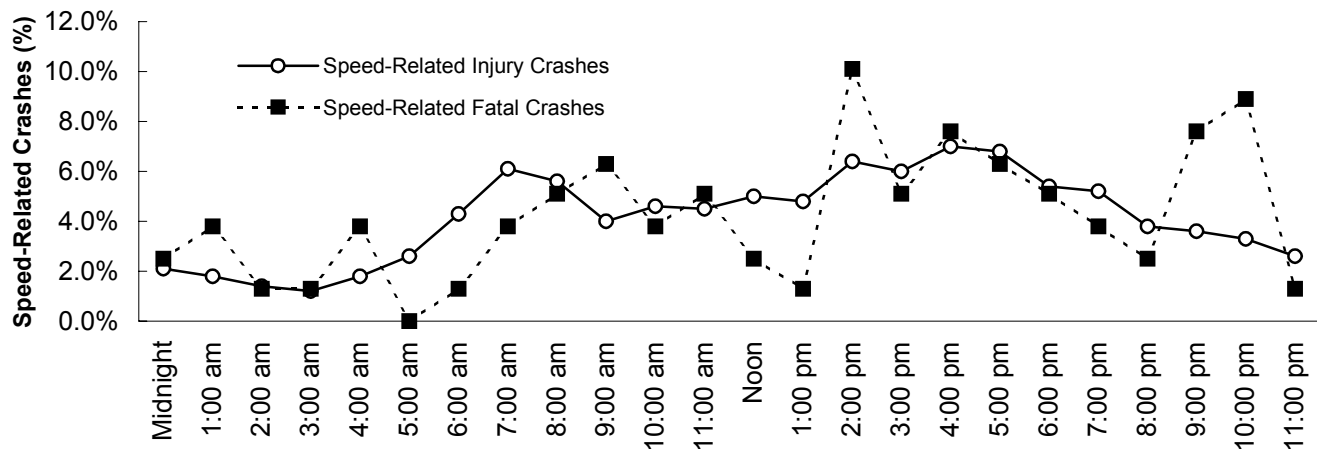
- The above table and graph show that the highest percentage of speed-related total crashes (17.1%), property damage only crashes (17.3%), injury crashes (16.6%) and fatal crashes (22.8%) occurred on Saturday.
- The lowest percentage of fatal speed-related crashes occurred on Tuesday (8.9%) and Wednesday (8.9%).

## Crash Characteristics

### Speed-Related Crashes by Hour of Day (Utah 2003)

Speed-Related Crashes							
Hour	Property Damage Only Crashes		Injury Crashes		Fatal Crashes		Total Crashes
	#	%	#	%	#	%	# %
Midnight	100	2.2%	55	2.1%	2	2.5%	157 2.2%
1:00 am	76	1.7%	48	1.8%	3	3.8%	127 1.8%
2:00 am	66	1.5%	36	1.4%	1	1.3%	103 1.4%
3:00 am	57	1.3%	32	1.2%	1	1.3%	90 1.3%
4:00 am	59	1.3%	46	1.8%	3	3.8%	108 1.5%
5:00 am	115	2.6%	69	2.6%	0	0.0%	184 2.6%
6:00 am	198	4.4%	113	4.3%	1	1.3%	312 4.3%
7:00 am	300	6.7%	158	6.1%	3	3.8%	461 6.4%
8:00 am	327	7.3%	146	5.6%	4	5.1%	477 6.6%
9:00 am	244	5.4%	105	4.0%	5	6.3%	354 4.9%
10:00 am	192	4.3%	119	4.6%	3	3.8%	314 4.4%
11:00 am	241	5.4%	116	4.5%	4	5.1%	361 5.0%
Noon	222	4.9%	130	5.0%	2	2.5%	354 4.9%
1:00 pm	198	4.4%	126	4.8%	1	1.3%	325 4.5%
2:00 pm	217	4.8%	166	6.4%	8	10.1%	391 5.4%
3:00 pm	261	5.8%	157	6.0%	4	5.1%	422 5.9%
4:00 pm	304	6.8%	181	7.0%	6	7.6%	491 6.8%
5:00 pm	293	6.5%	178	6.8%	5	6.3%	476 6.6%
6:00 pm	235	5.2%	141	5.4%	4	5.1%	380 5.3%
7:00 pm	201	4.5%	135	5.2%	3	3.8%	339 4.7%
8:00 pm	177	3.9%	100	3.8%	2	2.5%	279 3.9%
9:00 pm	165	3.7%	93	3.6%	6	7.6%	264 3.7%
10:00 pm	128	2.8%	87	3.3%	7	8.9%	222 3.1%
11:00 pm	122	2.7%	67	2.6%	1	1.3%	190 2.6%
Total	4,498	100.0%	2,604	100.0%	79	100.0%	7,181 100.0%

### Speed-Related Crashes by Hour of Day (Utah 2003)



- The above table and graph show that speed-related injury crashes peaked in the late afternoon (2:00 pm to 5:00 pm), with a small peak at 7:00 am.
- Fatal speed-related crashes varied by hour, but like injury crashes, peaked in the late afternoon (2:00 pm to 5:00 pm), with another peak between 9:00 pm and 10:00 pm.